

1862.		CR.	
November 1.	By cash paid C. H. Austin, Treasurer,	\$ 654 73	
December 1.	" " " " " "	1,636 56	
1863.			
January	5. " " " " " "	398 51	
February	2. " " " " " "	2,150 45	
March	2. " " " " " "	335 11	
April	2. " " " " " "	818 24	
May	2. " " " " " "	285 48	
July	2. " " " " " "	509 00	
October	1. " " " " " "	1,160 82	
November 1.	" balance on hand,	96 25	

1863.		DR.	
November 1.	To balance on hand,	\$8,045 15	
		\$96 25	

HUGH A. CORLEY,
Register of Public Lands.

REPORT OF THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND.

TALLAHASSEE, FLORIDA.
November 14th, 1863. }

*To the Senate and House of Representatives
of the State of Florida in General Assembly convened.*

In pursuance of the Act of the General Assembly, approved December 1, 1862, entitled "an act requiring annual reports from Board of Trustees of Internal Improvement Fund," the Board of Trustees herewith submit a statement of the transactions of the Board during the past year upon the several matters committed to their charge.

On the 18th February, 1863, the Board adopted the following Preamble and Resolutions:

WHEREAS, The General Assembly of the State of Florida at its last session, by a "resolution requiring information to be furnished by the Internal Improvement Board with regard to the management of certain Railroads," required this Board to obtain from the Railroad Companies whose roads have been constructed or are in course of construction on routes indicated in the fourth section of "an act to provide for and encourage a

liberal system of Internal Improvements in this State," a statement of certain facts set forth in said resolution—therefore,

Resolved, That the Pensacola & Georgia Railroad Company, the Florida Atlantic & Gulf Central Railroad Company, the Florida Railroad Company, the Tallahassee Railroad Company, and the Alabama & Florida Railroad Company be and they are hereby requested to furnish to this Board a statement showing the number of miles of road completed by them on the first day of January, 1863; a statement of the work done on the uncompleted part of their road, if any part thereof should be uncompleted; the number of acres of land reserved for their roads respectively under the land grants; the number of bonds endorsed for them respectively by the Trustees of the Internal Improvement Fund; the number of said bonds held by the Company; the number issued, to whom and on what account; the actual cost per mile of the road; the amount of rolling stock and its cost; the amount of cash paid from the Internal Improvement Fund on the interest account; the amount invested by the Internal Improvement Board in the bonds of the road; the amount due by said Companies for interest remaining unpaid on the 1st of January, 1863; the amount of private subscription to the stock of each Company; the amount received by each Company on account of private subscription, either in cash or notes, stating the amount of each; the amount of county subscriptions and the amount received therefrom, either in cash, bonds or notes, stating the amount of each and the county subscribing; and also any other facts relating to the condition and management of the road which may be matters of public interest.

Resolved, further, That said Companies are requested to furnish to this Board copies of their reports from the commencement of work on their roads respectively to the present time.

In compliance with said resolution, a statement was received from the Pensacola & Georgia Railroad Company, showing as follows:

133½ miles of road completed; 22½ miles of road incomplete from Live Oak to Georgia line, graded and cross-tied.

363,720 acres of land East of Tallahassee, reserved for said road under land grants.

Bonds endorsed by Internal Improvement Board to the amount of \$1,218,300.

Bonds held by Company none.

Bonds hypothecated \$387,000.

Bonds issued and sold \$831,300.

The bonds were issued to sundry parties for account of iron and equipments.

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Cost of road per mile \$16,308.

Rolling stock consists of Passenger Cars, Freight Cars and Engines, valued at \$153,564.

Amount of interest paid by Internal Improvement Fund \$58,000.

Amount invested by Internal Improvement Board in Bonds \$39,000 at 90 cents.

Amount due for interest unpaid none.

Amount of private subscriptions received \$329,980.

Amount of county subscriptions: Leon, \$150,000; Jefferson, \$125,000; Madison, \$87,500. Total, \$362,500. Of which were received, in cash, \$15,000; in Bonds, \$347,500.

Amount of stock issued to Trustees of Internal Improvement Fund, \$58,000.

A statement was received from the Tallahassee Railroad Company, showing as follows:

21 miles of road complete; none incomplete.

No lands reserved under land grants.

Bonds endorsed by Internal Improvement Board to the amount of \$206,000.

Bonds held by Company none.

Bonds were issued for iron and equipments.

Cost of road per mile, \$15,650.

Rolling stock consists of Passenger Cars, Freight Cars and Engines, valued at \$30,000.

Interest paid by Internal Improvement Fund none.

Amount invested by Internal Improvement Board in Bonds not known.

Amount due for interest unpaid none.

The stock of said road is owned by the Pensacola & Georgia Railroad Company, with the exception of \$500.

The Florida Railroad Company furnishes a statement, shewing as follows:

Number of miles of their road completed on 1st of January, 1863, 154.

Number of miles uncompleted about 145, viz: between Waldo and Tampa. Of this about 44 miles (between Waldo and Tampa) is mostly graded, only about 90,000 cubic yards remaining to be excavated. The culverts on the first ten miles are completed and the cross-ties distributed. Application was made to the Trustees of the Internal Improvement Fund, on the 25th of February, 1861, for the appointment of one Engineer to inspect the work on the 1st section of ten miles, as provided in the Internal Improvement Act, but the Trustees having declined to order the inspection, upon the alleged ground that another Company was claiming the right to construct that part of the line to

Tampa, no further progress could be made with the work under said act.

The Company have derived through the State and Federal Land Grants 581,036.54 acres of land; of which they have sold 37,219.85 acres, realizing therefor \$62,056.22.

The amount of Bonds endorsed for said Company by the Trustees of the Internal Improvement Fund, \$1,616,000. None of said Bonds are held by said Company. All of said Bonds were issued to the Contractors in payment under their contracts.

The contract price for the road, with equipment, was \$20,000 per mile. To this is to be added other considerable expenses, chiefly owing to the long time employed in constructing it, caused by embarrassments for which the Company was not in fault. What the final cost will prove to be per mile cannot be stated until the accounts with the contractors have been adjusted, which has been prevented thus far by the existing war.

Amount of rolling stock, &c.—The Company had placed upon the track nine Locomotives and a large number of Cars of various descriptions. One of the Locomotives was transferred to the P. & G. R. R. Co., to meet a pressing requirement for increased motive power. Five others were lost at Fernandina, in consequence of its sudden evacuation by the military forces. A large number of cars were also lost there on the same occasion, and several at Cedar Keys, when the Company Wharf was burned there by the enemy.

There have been 13,116 shares of stock issued, of which the Trust Fund own 2,080 shares. The rest are owned by private Stockholders. There has been no county or other public subscription to the stock of this Company, except what the Trust Fund has taken under the provisions of the Internal Improvement act.

No notes have been taken for instalments of stock. The whole amount paid on the outstanding stock, as appears from the books, is \$764,800.

The Florida, Atlantic and Gulf Central Railroad Company state as follows:

The road was completed on the 1st January, 1863. Length of road, 60 miles.

The quantity of land selected for the company under the Land Grants was 190,075.97 acres. This quantity has been reduced by sales and conflicting claims.

Number of bonds guaranteed by the Trustees of the Internal Improvement Fund, 555, of \$1,000 each.

Number of bonds held by the company on the 1st January, 1863, was 304, of \$1,000 each.

Number of bonds issued and sold at that time was 251, of

\$1,000. each. Being negotiable paper, the record does not show who were the purchasers or who the present holders are. They were sold on account of purchases of iron.

Cost of road per mile, \$14,448.90.

The Rolling Stock consists of three Locomotives, two passengers Coaches, two Omnibuses, thirteen Box Cars and 6 flats, costing \$57,470.28.

The amount paid in cash from the Internal Improvement Fund on the interest account, was \$20,700, for which stock has been issued.

So far as is known, the Trustees of the Internal Improvement Fund hold six of the bonds of the Company, received on account of the Sinking Fund.

Funds were deposited in the Merchants' & Planters' Bank of Savannah, to pay interest on the bonds due, up to the 1st January, 1863, and public notice given.

Amount of private subscription to stock, \$88,600.

Amount received for stock on account of private subscription, \$81,251.44 in cash, and \$2,595.20 in notes.

Columbia County subscribed for 1,000 shares of \$100 each, and the City of Jacksonville for 500 shares, in payment for which their bonds were received.

Since the 1st January, 1863, all the bonds held by the Company at that time have been sold on account of payment for purchases of iron.

On the 18th February, 1863, the Board appointed John B. Galbraith, Esq., to demand of the late Commissioners of the St. John and Indian River Canal a compliance with the directions and requirements of "an act to repeal an act to facilitate the construction of the St. Johns and Indian River Canal, approved January 1st, 1857, and for other purposes," and the said John B. Galbraith was authorized to receive from said Commissioners all goods, chattels, moneys, rights, credits, books and papers, and all property, of whatsoever kind, belonging to or under the control of said Commissioners, and releases or other deeds of conveyance for all lands and real estate owned by said Commissioners, and such statements and reports as are required by said act, and to give such receipts and acquittances in the name of the Board as might be required upon the compliance by said Commissioners with the provisions of said act.

On the 25th of February, 1863, the Board agreed to guarantee the interest on bonds to be issued by the Pensacola & Georgia Railroad Company for equipments of that portion of their road lying between Section 832 and the Town of Quincy, including side tracks, making altogether eight and a half miles, the iron having been laid upon said portion of the road according to

the report of the engineer appointed by the Board to examine the same.

On the 23d of May, 1863, John B. Galbraith, Esq., who had been appointed to demand of the late Commissioners of the St. Johns and Indian River Canal a compliance with the provisions of "an act to repeal an act to facilitate the construction of the St. Johns and Indian River Canal, approved January 1, 1857, and for other purposes," reported that he had proceeded to Ocala, under appointment with the Chairman and Secretary of said Commissioners, who had been authorized by resolution of said Commissioners to attend at such place and make such transfer as was contemplated by said Act; that he obtained from them a deed re-conveying to the Trustees the property of said Commissioners, together with their books and papers and their seal, and had agreed on behalf of the Board to pay such salaries and claims as were due by said Commissioners as had accrued prior to the passage of said Act and were lawful and correct.

For further particulars relative to the affairs of said Canal Commissioners, a special report will be made by the Trustees, in compliance with the act of the General Assembly of last session.

On the 23d of May, 1863, the Board of Trustees adopted the following resolution:

"Resolved, That the Railroad Companies in the State who have accepted the provisions of the Internal Improvement Act, be and they are hereby requested to furnish to this Board a report or statement showing the amount of their bonds, if any, guaranteed by this Board according to law and still in their possession and undisposed of for the purposes contemplated in said act; and that the said Railroad Companies do further inform this Board to whom the bonds of their respective Railroad Companies have been sold, and give any information they may possess as to the present holders of said bonds; and that the Secretary do furnish the Presidents of said Companies with copies of this resolution."

In compliance with said resolution, the Pensacola & Georgia Railroad Company and Tallahassee Railroad Company furnished a statement showing to what parties the bonds of said Companies were sold or hypothecated. The Florida Railroad Company replied to said resolution by stating that said Company had none of the guaranteed bonds of said Company in their possession, but had paid out the same to the general contractors.

On the 30th of May, 1863, the Trustees adopted the following resolution:

"Resolved, That in consideration of the exigencies of the country, and the great public necessity for Railroad iron in the

defences of the same, the Trustees of the Internal Improvement Fund do hereby give their consent and, so far as they have authority and power so to do, do authorize the President and Directors of any Railroad Company in the State, which has accepted the provisions of the Internal Improvement Act, to lend or sell to the government of the Confederate States any portion of the iron on their respective roads which the Confederate States government may desire to borrow or purchase for the purpose of more effectually defending the country during the continuance of the existing war."

On the 30th June, 1863, the Trustees adopted the following preamble and resolution:

WHEREAS, it is made known to this Board that certain parties have purchased and design purchasing the swamp and overflowed land belonging to the Internal Improvement Fund lying upon the coast, suitable for the purposes of making salt, with an object to monopolize and speculate in the same; and, whereas, it is desirable in the great crisis and necessities of our country that the people should not be precluded or hindered by such means from manufacturing one of the absolute necessities of life, i. e. salt, but should each one have the privilege of occupying as much land as is actually necessary to him, according to the extent of his salt works, for manufacturing this article—Therefore,

Resolved, That the salesman of this Board be and he is hereby instructed to withdraw from sale, until the further instructions of this Board, all swamp and overflowed lands lying within two miles of the coast or marsh, unless it shall be made to appear to him that said lands are purchased for the purposes of cultivation and not for the purposes of salt-making."

On the 11th September, 1863, the Trustees adopted the following resolution:

"Resolved by the Board of Trustees of the Internal Improvement Fund, That all the lands belonging to said Fund are hereby withdrawn from market, except to such persons as may desire to enter lands which shall have been cultivated and improved by them, or for the use of an adjoining farm owned by them, who shall be permitted to enter 160 acres at the following prices, to wit: \$2.50 per acre for swamp lands, and one hundred per cent. upon the appraised value for Internal Improvement Lands: *Provided*, That persons whose applications are now on file may be permitted to perfect their entries."

On the 12th October, 1863, the Board authorized the Treasurer to invest \$30,000 of the money in his hands belonging to the Internal Improvement Fund in Confederate Bonds, known as "Cotton Bonds."

On the 16th October, 1863, the Trustees adopted the following preamble and resolution:

WHEREAS, the General Assembly of this State, by the 5th section of "an act to repeal an act to facilitate the construction of the St. Johns and Indian River Canal, approved January 1, 1857, and for other purposes," provided that the Attorney General "shall file an application before the Supreme Court for a rehearing in the case of the Trustees of the Internal Improvement Fund vs. William Bailey," &c.: Therefore, in consideration of the above cited provision of said Act, the consent of this Board is hereby given that such application shall be filed by the Attorney General in accordance therewith."

According to the report of the salesman of the Board, there were sold during the past year 5,014.69 acres of Internal Improvement land for \$8,896.62, and 35,334.86 acres of swamp land for \$32,179.39, making a total of 41,716.01 acres of land for the sum of \$41,076.01.

The account of the Treasurer of the Board for receipts and expenditures for the past year is hereto annexed.

JOHN MILTON,

President Board Trustees Int. Imp. Fund.

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Q. M. GENERAL'S REPORT.

Q. M. GENERAL'S OFFICE,
TALLAHASSEE, Oct., 1863.

To His Excellency JOHN MILTON,
Governor of Florida:

SIR: I have the honor to report, that during the fiscal year ending September 30th, 1863, there has been received from the Confederate Ordnance Department, in the month of December, 1862, the following ordnance, viz:

81 percussion muskets; 81 each cartridge and cap boxes, and waist belts; 81 knapsacks and haversacks; 81 canteens, straps and corks. All of which were forwarded to Capt. E. A. Curry's company, stationed in West Florida, with 3,000 rounds of ball and buckshot cartridges, and 3,120 musket percussion caps furnished by the State.

There has been sent from this Department, delivered to Captain R. H. Gamble, upon a requisition of Brig. Gen. Howell Cobb, for the purpose of arming some companies in March last, when the enemy made an attack upon Jacksonville, the following arms, &c., viz: